British Columbia
Ministry of Transportation
Staff Newsletter

Road Runner

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm Winter 2004/05

Old records capture family history, give ministry snapshot

Submitted by Paul Lidgate
Senior Writer, Corporate Writing Services

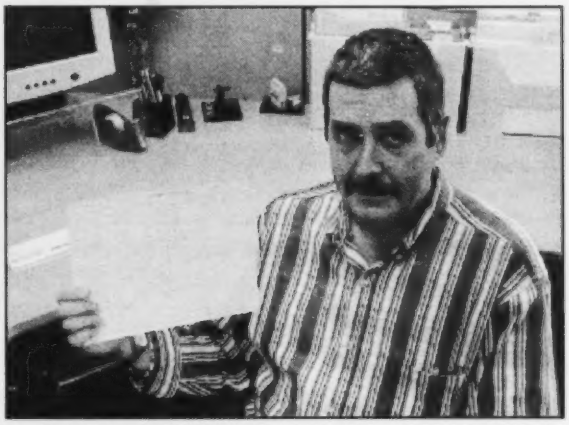
It's all in the family for Dewis Rozell, and he's got the timecard to prove it.

Eight years ago, Dewis moved from the bridge engineering department to what was then the South Island District. While clearing out old boxes in the district's Langford office to make room for himself, Dewis came across a series of timecards for ministry employees from years gone by.

And there it was: the personnel record for George Frederick Rozell, Dewis's father.

The senior Rozell had worked with the ministry for a stint in 1949 and 1950, moved back east for a time in the 1950s and come back to work with the ministry again in 1960, as a mechanic's helper.

Continued on page 2



Dewis Rozell with the timecard for his father, who worked for the ministry 40 years ago as a mechanic's helper at the Langford yard

Field Services a dedicated group

Submitted by Leon Johnson
Occupational Safety Advisor

I recently rejoined the Ministry of Transportation as the Field Service Safety Advisor after a four-year break. I was a YEP employee in 1999 and started again in February 2003.

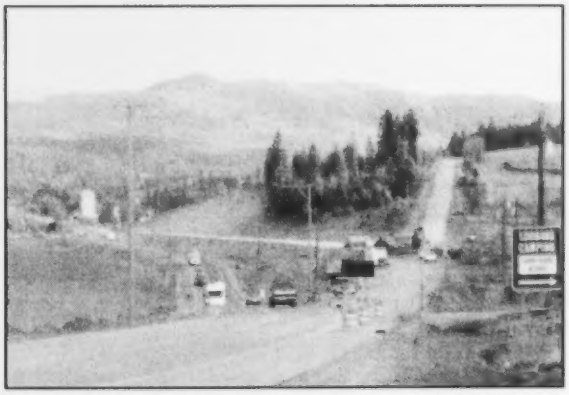
Field Services is a group of dedicated, very hard working individuals that at times put forward a lot of extra efforts to keep this province moving forward. They cover the four corners of this province and do it in a manner that keeps not only the ministry employees' health and safety a top priority but all those people travelling on our roadways.

We build and pave new roads; resurface highways and old roads; realign, widen and reconstruct existing roadways; build bridges; and seal coat roads from Atlin to Elko.

I've watched mountains moved to straighten dangerous corners. I've driven on roads that where once very rough and now they are as smooth as you can get and a pleasure to drive.

We are indeed "Moving British Columbia Forward."

I am proud to be a part of this group of hard working dedicated individuals, and I look forward to many years with Field Services.



Realignment and grade construction on Highway 1 is just one example of the work Field Services does to benefit B.C.'s transportation system

Look for more about our group inside this issue Road Runner, including feedback we've received and some new faces.

Southern Interior Region celebrates Halloween 2004

From Left to right sitting at table: Penny Radies, Ramona Holota, Shanna Mason, Corinne Chartrand. Left to right standing: Shirley Fisher, Teresa Bepple, Sue Stankievech, Crystal Chenier, Susan Ingram, Sue Pare, Maurice LeFrancois, Mark Collins.

Food for thought

According to John G. Miller in his book, QBQ, The Question Behind the Question, learning is about translating knowing what to do into doing what we know. It's about changing. If we have not changed, we have not learned. It's a life process, and we choose what we spend our time and energy learning and doing. I wish everyone success in their learning journey.

~ Cindi Trowbridge, Editor

And the stories keep rolling on...

Above: Barrie Leblond, Rod Schoof, Robbie Osborne, Dan Williams, Jon Buckle, Doug Kirk, Gerry Miller, Lee Dodds, Pete Puhallo, Ric Meidinger

Submitted by Jon Buckle
Former Regional Director,
Southern Interior (now retired)

A number of recent retirees from the west side of the Southern Interior Region have been getting together lately at a monthly pub lunch to renew friendships and swap stories of the joys and challenges (not many!) of retirement. You can tell from the picture that most of them aren't too "down in the mouth."

Most of the group are not working full-time, with one or two exceptions, and two or three are trying their best to avoid paid work altogether, with the majority taking on mostly small consulting assignments from time to time. The group seemed to be in agreement on at least one thing: retirement is wonderful because you get to chose exactly what you want to do!

Rozell: Timecard find 'a cool piece of history'

(Continued from page 1)

The timecard lists all the usual things: birth date, wife's and children's names, home address and when he started his latest term with the ministry (Aug. 5, 1960).

One thing today's civil service employees aren't used to seeing, however, is a reference to enlistment dates in World War I and World War II — they're listed on the record as the First Great War and the Second Great War.

In decades past, ministry employees were granted seniority based on war service. George Rozell enlisted in July 1944 and was discharged two years later, so when he first went to work for the ministry in 1949, he already had two years' seniority.

Another staggering point about the timecard is the salary scale it outlines. For working 106 days in the last five months of 1960, George earned $1,418, or about $1.67 an hour. Three years later, the wage was up to $1.80 an hour, and in 1964, it leapt to a remarkable $1.96 an hour.

George Rozell last worked for the ministry in 1964, earning $2,245 for working a little more than half the year.

Today, his son Dewis, now the ministry's facilities coordinator, is in his 27th year as a ministry employee and 37th in the provincial civil service. After five years at the South Island District office, he moved back to ministry headquarters in May 2001.

On finding the box of timecards back in 1996, and particularly his father's record, Dewis notes: "It's a cool piece of history. I just wish I'd kept more of them."

Field Services: "We do great things!"

Submitted by Shanna Mason
Director, Field Services

Here's some feedback from the clients and stakeholders of Field Services that is well worth sharing, as a reminder of the impact our work has in communities and how it supports the work other parts of the ministry are carrying out.

~~

Attached is a copy of a letter from the Mayor of Tumbler Ridge expressing his appreciation for the work done on the Heritage Highway. I also wanted to let you guys now how much I appreciate the efforts you have made on my projects over the last couple of years. The work on the Smithers Side Roads and the Heritage Highway has gone extremely well and I think you two deserve most of the credit. Thanks for the great work.

~

On behalf of the community of Tumbler Ridge, I would like to express our appreciation of the excellent upgrade work that has been completed to date on Highway 52. The Province's commitment to this project not only dramatically improves the safety conditions for the highway users but will also aid with the economic development efforts of our community.

Highway upgrades such as Highway 52 and the others that have been completed or scheduled for the North can only be seen as a positive step in keeping northeastern British Columbia prepared for the increased industrial activity. We believe that actions such as these truly support the fact that British Columbia is "open for business."

Yours truly,
Clay Iles, Mayor

~

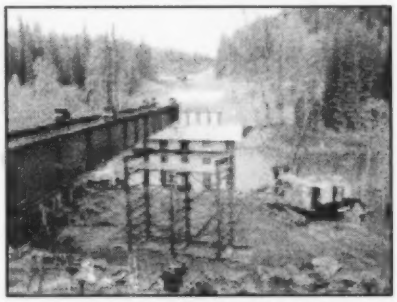
I just wanted to let you know that the 'Patch Paving' work turned out great...it made a tremendous difference to the ride on the road.

On behalf of the Thompson Nicola District, I would like to express our sincere appreciation for the hard work that you put into the contract, especially when you were so busy with other work in the Lower Mainland. We should be sealcoating here in about a week to ten days.

Without you, this project would not have happened.

Thank you!

~



Realignment & bridge construction, Highway 97

An asphalt recycling train at work on Highway 1

Good work. You've done a first class job in managing this difficult assignment.

~

On behalf of the District, I would just like to say thanks to both of you and your staff for a great job on the contract and the field work. Also to Dawson on the great job. It is a huge improvement and will make the maintenance of those intersections so much easier.

Wayne, I know the budgets were tight this year, and this was probably not one of the most high profile jobs around, but we very much appreciate your efforts in getting this done for us...thank you all!

~

I appreciate the excellent support you have provided to the project including phone calls, attendance at meetings and site visits and review services for contractual issues. I have gained a better appreciation for your work. Things have worked out very well, and I would be very happy if he were to look after any project of mine again.

~

I just wanted to compliment the work that your Daisy Lake team put forward. You were faced with several challenges, primarily the BC Hydro issue, and did an excellent job minimizing overall impacts. You had a good working relationship with the field personnel, provided information in a timely manner, and kept the equipment and men working as safely and productively as possible.

~

Thanks very much for dealing with all the last minute issues on the project. I think it is a real compliment that Kiewit is expressing their appreciation for your cooperation and response to all the issues. Although we ran into some problems with the pregrading contract, you did an excellent job to get us where we are. I think we got pretty good value for money. Thanks!

Field Services on-line:
http://gww.th.gov.bc.ca/gwwr2/Content/Field%20Services/field%20services.asp

Awards recognize careers devoted to public service

2004 Long Service Awards
Ministry of Transportation
October 13, 2004

25-year Recipients

George Anthony
Brian Atkins
Brent Bailey
Wally Banks
Brian Barker
Kirk Bentley
Tom Bontron
Maria Braden
Glenn Callander
Keith Callander
Ed Campbell
Phil Christie
Robyn Clifford
John Cook
Ross Coulter
Giesila Decker
Harvey Duggan
Paul Eftodie
Valerie Fabick
Reg Fredrickson
Dianne Froese
David Gaddes
Greg Gerrard
Peter Gooch
Jim Hester
Jon Jensen
Diane Marson
Julie Martin
George Mathieson
Rick Matthews
Gail McFadden
Nancy Merston
Stewart Miller
Terry Murphy
Randy Penner
Geoff Phillips
Sandy Quesnel
Dale Ramsey
John Reddin
Brad Rikley
Bill Rose
Clayton Tomas
Jim Turner
Brian Twiname
Adrian Vander-Velden
Alan Vaness
Don Ware
Tom Warner
Gary Watkinson
David Watling
Carol Watts
Brent Williamson
Bob Wilson
Ed Wnuk

Surinder & Jas Sahota

35-year Recipients

Bob Brett
Darcy Byers
Dean Davis
Barry Eastman
Monty Frederiksen
Dale Jeffery
Surinder Sahota
Ron Scott
John Warwick
Bob White
Dan Williams

40-year Recipient

Len Romanow

Kris & Ross Coulter

Welcome to the ministry, Bill Glen

Submitted by Julian Malinsky
District Business Manager, Kamloops

William Glen joined the Thompson Nicola District as an Area Manager of Bridges last May.

Bill has lived and worked in British Columbia all his life. Born in Nanaimo, he moved to the Clinton area at the age of six, where he attended school and lived on a ranch.

Bill's career was mostly with the private sector, working with a number of construction contractors in paving and road construction for about 12 years.

Bill joined the Ministry in the early 1980s and pursued a career in bridges, earning a trade journeyman certification and valuable experience.

He remained with the ministry as a bridge man until privatization and then joined the contractor as a bridge foreman, managing bridges and structures in the Lillooet/100 Mile area (service area 16) until 1992. He then accepted a Bridge Manager position with a private forest-based company, working for various major forest companies in British Columbia and the Ministry of Forests for the past 10 years.

Management program participants learn ministry's role with assignments

Submitted by Ashok Bhatti
Management Development Program participant
Properties and Business Management Branch

Ashok Bhatti

As a relatively new member to the ministry team, I have had a steep learning curve on my first few assignments. However, no matter the slope, I have found my experiences to be full of support that has really personified the meaning of teamwork.

My first assignment was as an Acting District Operations Manager. This was quite an involving role and required extensive dealing with the public and the maintenance contractor. I was challenged with handling the day-to-day issues of managing the Peace infrastructure while still planning for the future.

A new round of contracts meant that I was also fortunate enough to participate in the quality-management-system review for our North Peace incumbent. I was witness to the synergy that those new to the ministry brought while being complimented by the wealth of experience of the more seasoned operations staff.

Dealing with public issues also meant I was strengthening relationships outside of the ministry as I learned that it was more important for our stakeholders to be heard and informed rather than having an immediate solution.

My second assignment was as Acting Regional Project Manager. Here, under the guidance of the regional project management team, I gained insight into the high-paced world of project management. All of my projects were in the Peace District and several challenges made this assignment particularly interesting.

"I want to express my appreciation for being given the excellent opportunities I've undertaken."

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"I learned that it was more important for our stakeholders to be heard and informed rather than having an immediate solution."

A short construction season and sporadic flood events posed significant concerns to both the timing and budgeting of key ministry projects. I learned the importance of communication amongst all parties of the project, including ministry supervisors, consultants, key stakeholders and the municipalities.

If everyone was fully informed, then challenges didn't always seem as formidable as they first appeared.

This experience taught me the importance of seeing projects in the field versus on paper. I found that in discussions with either interested bidders (or contractors) or those currently immersed in the Peace District clay, it was a more productive conversation on site versus in the boardroom.

I also realized the benefits of pursuing a win-win situation whenever such a scenario arose.

I found that one always existed if you were more informed of the stakeholders' concerns and worked together to bring about a solution.

At this juncture, I want to express my appreciation for being given the excellent opportunities I've undertaken through the Management Development Program.

My assignments have taught me a great deal about the ministry and our role with both our stakeholders and our maintenance contractors. Both assignments contributed greatly to my development and helped me mature within my role at the Ministry.

Thank you to the Peace District and the regional project management team, along with everyone else who has supported me along the way. I am eager to see what is around the next corner and not knowing makes it all the more exciting!

A now-famous photo

Holly Adems, a special events coordinator for the ministry in New Westminster, knows a good picture when she sees one. She stopped along Highway 19 between Courtney and Qualicum to capture this photo, used for the 2004 Area Managers Conference as well as for the background for the 2004 Deputy Minister's Awards for Contractors at the BC Road Builders annual general meeting. Thanks for sharing this beautiful moment in time with us, Holly!

~

Headquarters is always grateful to receive photos. They get used and re-used for a wide variety of publications, advertising and presentations. Please send your photos to Al Szczawinski, Sharon Wilder, Gord Smith or Cindi Trowbridge.

Farewell to Dot

Terrace staff recently said farewell to Dot Wilson, who worked in a variety of positions: Skeena district, Region 5 Project Management, Properties, IT and, most recently, CITS as an IT specialist.

With the privatization of IT services, Dot has decided to explore new horizons within herself and outside government.

The highlight of the sendoff was a music video presentation by "Dr. Dotster" (a.k.a. Grant Watson). The entire Skeena district and Terrace-based regional staff agree will miss Dot, not only for her extensive understanding of the ministry and our IT challenges in the North, but because she was just always there for us. Good luck, Dot.

Bonnie finds that fun sprouts up in odd places

Bonnie Fadden, a contract clerk in the Southern Interior Region, recently had the good fortune to take a three-week Panama Cruise.

She also had the good fortune to return to a group of caring and supportive (read "devious") co-workers.

We couldn't let her leisurely float around the world for that length of time without any repercussions.

Inspired by e-mail jokes and driven by mischievousness, we acquired an out-of-commission keyboard from systems in which to plant a few seeds.

On Bonnie's return she found our overwhelming interest in her trip a little perplexing.

We met her at the door when she came in, followed her to her desk and waited patiently for the moment she'd pull out her keyboard, all while trying to appear nonchalant.

Coincidentally, one of us just happened to be "testing out" the digital camera for no real reason.

The moment finally arrived: she discovered her sprouting keyboard and we snapped the picture. What a welcome back!!

Read about it in
Road Runner

Neighbourhood pursuits keep Lidgate busy outside the office

Having fun and helping beautify his neighbourhood. That's the mission Paul Lidgate is on right now. He's on the board of his community association, which is working to raise funds for new benches, bike racks and decorative lampposts for Quadra Village.

Quadra Village is the short, two-block commercial area at the heart of Victoria's Hillside-Quadra neighbourhood.

In recent years, people in the community have been working on revitalization initiatives. There are new sidewalks and litter barrels, and even a pair of banners that act as gateways welcoming people to the area.

"We're bringing people together, cleaning up the neighbourhood and making a difference in the way people feel about being here," said Lidgate, a senior writer in the ministry's Corporate Writing Services shop. "There's a positive energy to what we're doing here, and that's great."

Lidgate's community association, the Downtown Blanshard Advisory Committee, has been given a block of theatre tickets to sell as a fund-raiser. The tickets are for a show called Communicating Doors, a British-style farce being presented at the Langham Court Theatre on January 13.

The tickets are priced at $20, and all the proceeds will go toward beautification in Quadra Village.

"The neat thing is that the City of Victoria has agreed to match whatever funding we come up with," Lidgate added. "So really, buying a $20 theatre ticket means people are helping us put $40 in improvements into the community."

Earlier this year, Lidgate was among those who helped organize Quadra Village Day, a fun event that raised over $11,000 for the project. Coupled with a matching contribution by the city, the effort resulted in 15 new litter barrels and four new benches being installed in the area.

Paul Lidgate

"It's gratifying to see less litter on the street, and to see that people now have benches they can sit on, relax on and enjoy the neighbourhood," Lidgate said.

With the theatre-ticket fund-raiser, Lidgate is hoping to raise about $1,500. Paired with a matching contribution by the city, that would provide $3,000 for new hardware.

"My hope is that we can install a series of bike racks that we've been waiting for, so people can ride into the village and have a place to put their bikes while they go for coffee or lunch."

You can buy tickets for Communicating Doors — a perfect mid-January pick-me-up — by phoning Paul Lidgate at (250) 380-3515 or visiting www.lidgate.ca.

He's accepting cash, cheques, Visa or MasterCard for payment, and the online site offers secure transaction processing. But call soon: the play's coming up on January 13.

Kudos to staff for helping

Submitted by Lois Park
Coordinator, Kamloops

We received an e-mail recently that just made our day. It's always nice to get this kind of feedback from the public.

Friday, September 24, 2004 5:19 PM
To: EnquiryBC@gems3.gov.bc.ca
Subject: Dept of Highways - Coquihalla

I just want to extend my thanks to two of your highway personnel that helped two of our daughters and myself out when we were returning to Winnipeg from Vancouver.

We got a severely flat tire on the Coquihalla (as you know, miles from nowhere), our cell phone was not working, and when we inflated the tire, it was full of bulges.

We emptied our van completely and then realized we couldn't figure how to get our spare tire from under the van. Absolutely no one stopped.

Then lo and behold, two men in a BC Highways truck stopped and helped us. They changed our tire (figuring out what we couldn't), were very friendly and a Godsend. Very nice gentlemen.

We wanted to let them know how much we appreciated their Good Samaritanism. You have two wonderful employees.

Thank you.

Planes, trains and automobiles and buses, trams, ferries and feet

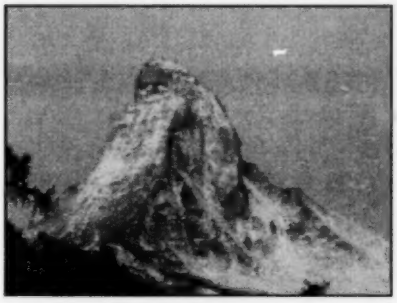
Submitted by Veronica Vacek
Contract Assistant, Burnaby

You name it, I used it to get around Europe this summer. Working in the transportation industry, I have become more aware than ever before about the importance of a transportation infrastructure and a plan to get people around.

Two places along the way that really stood out for these respective reasons are Mostar and Zermatt.

Zermatt is a quaint alpine village found at the foot of the Matterhorn. It took my breath away.

Switzerland is a world unto itself and Zermatt certainly is very unique. While I realize it is in the Alps, the air was



unbelievably fresh. Why would this be? One explanation is that there are no gas-powered vehicles of any sort.

Taxis, buses and hotel shuttles are all powered by electricity.

Described by some as the sound of the Jetsons' spaceships buzzing about, these vehicles and visitors' feet provide the community's transit. Could our ski resorts rely on this type of transit?

Three days of travel by bus, ferry, another bus and several trains away, the next place that continues to stand out in my mind is called Mostar.

Mostar is a special midsized town in Bosnia and Herzegovina.

We took a bus to see a bridge. Sound a bit mundane? It was anything but!

Ravaged by war, this town in the former Yugoslavia is finally picking up the pieces, literally.

The Mostar bridge, which serves as the link between East and West, Serbians and Croatians, Muslims and Christians, was another casualty of war, blown to pieces in 1993.

This summer, the bridge was officially re-opened; Prince Charles came to do the honours only days before our arrival! The bridge had been rebuilt using the original materials that had lain in the river below for years during the conflict.

As a regular commuter myself, I believe the importance of a bridge cannot be understated either physically or symbolically.

Hopefully, this rebuild will serve as an inspiration to those living in Mostar rebuilding their lives.

For me, one thing is for sure. There are so many lessons to be learned from such diverse places. As a result, it is hard for me to objectively value my travels when they continue to live with me day to day, and I will long remember my visits to Zermatt and Mostar.

Wear what you dare

This Casual for Kids event was a fun way for 18 of us to raise $90 for the Variety Club Children's Charity. All of the participants were Crystal, Shannon, Don, Jeanne, Corinne, Lois, Carla, Sue I., Kathy, Penny, Debra, Sue P. Mark, Anthony, Paul, Wayne, Shawna, Dan and Ramona.
Submitted by Ramona Holota, First Nations Coordinator, Kamloops.
Photo credit: Tom Freeman.

Warning: EITs on the road

Submitted by Lori Sutton
Manager, HR Planning and Development
(and 'Mother Hen' to the EITs)

Coming soon to a road near you: a new crop of engineers

The engineers-in-training met on October 27 and 28 in beautiful Golden, B.C. for the 2004 EIT orientation session that featured a number of presentations and a guided tour of the Kicking Horse Canyon project.

The weather was crisp and clear with blue skies for the day of the tour which started in the project office with a short presentation. Murray Tekano, Project Director, and his team, including Starla Weigel, Project Administrative Assistant; Jon Jensen, Project Manager; and Greg Loewen, Project Supervisor, played host.

Murray was quick to thank us for allowing him to wear jeans to the office and get out in the field, two things he apparently doesn't get to do as often as he would like. He was full of sage advice and information on the project, all delivered with a winning smile!

Our tour took us from Golden almost all the way to the Yoho Park boundary with educational stops ranging from temporary slope stability solutions to a freezing cold stop under the Yoho Bridge on the return trip.

Murray did a wonderful job of presenting the new role of the ministry in coordinating projects and making things work, from the many environmental issues, to the coordination with local politicians and contractors. He could even make standing out in the cold sound fun!

A side note from the Orientation organizer (yours truly): having the field trip on a brisk October day makes for easier facilitation (i.e. less time herding cats), as whenever we said it was time to get back on the bus, we didn't have to ask twice!

Back at the hotel, we were treated to a presentation from Nini Long on some of the environmental issues that she has been involved with in the Northern Region. I highly recommend this presentation as it brought home the significant impact that environmental issues can have on projects and our related legal obligations, as well as providing some riveting visual pictures that gave us concrete examples.

In the words of Murray Tekano, "If we don't comply [with environmental regulations] I could personally end up in a bright orange jumpsuit with a pair of shiny bracelets making close friends with some guys I don't really want to know."

After a short break we welcomed Darcy Grykuliak, a contractor with Focus Group. He spoke to a contractor's perspective on partnering with the ministry, which generated a good question-and-answer period.

The end of the day saw the group heading off to the local 'Mad Trapper' pub for some relationship building. We were joined by Rocky Mountain District Manager Jack Bennetto, West Kootenay District Manager Jacques Dupas and West Kootenay District Engineer Chad Tenney. We even got out on the balcony to witness the lunar eclipse which had a reddish tinge due to the recent increase in volcanic activity around the world.

One very late night later found a slightly tired but enthusiastic group assembled for the first presentation of the second day. Elise Pare, an EIT with Focus Group in Golden, joined us for the second day and was a very enthusiastic participant.

Jack Bennetto gave a very good overview of the Drive BC system. This system looks very exciting, and I will be sure to use it when I plan a driving trip.

Next, Chad Tenney gave the group a detailed presentation on the project alliance method that was so successful on the Kincolith project. In addition to many

Continued on page 10

It's a date!

Submitted by Bernice Gabriel and Wendy Leach

Dan Doyle asked John Dyble to be his 'date' for the 25-year Long Service Awards that were held at Government House in October.

Dan even purchased a yellow corsage for John for the occasion.

The evening would not have been complete without the seductive long black dress, so we went shopping and found the perfect outfit.

Oh, how those rhinestones sparkled!

Bowling night a big success in Fort St. John

On November 2 and 3, the Northern Region management team made their annual journey to the Peace district. After a full couple of days discussing business and budgets, the team was looking for a way to wind down.

They were joined at the local bowling alley by many of the district staff for a fun night of bowling and socializing. While there were no clear-cut winners, top honours went out to those that bowled a better game with their wrong hand!

Everyone who participated had a great time and offered a big thank you to Nicole Ramsey for organizing the event.

Orientation session helps engineers in training

(Continued from page 9)

interesting and entertaining pictures, Chad outlined the differences between the traditional method of contracting and the alliance method, and he shared with us the many challenges that were faced on the project. These included environmental, First Nations and terrain challenges that required some very creative solutions.

Our breakout sessions on how to make the most of your assignments and what is working and what could/ should be changed in the EIT program generated a lot of good discussion and resulted in a number of recommendations that will be worked on over the coming months.

Amy Choh was the next presenter. She described her four years of experiences in the EIT program culminating in her APEGBC registration in a record five-week timeframe from submission of application. Her first piece of advice was to "be lucky."

She had many good tips and tricks for the current EITs on keeping track of their information as well as setting timeframes for their references to return their information. This presentation may even map over well to some form of recruiting, so I'll be keeping in touch with Amy on this one.

The class of 2004's EIT orientation session

Jacques Dupas then rounded up the senior EITs for a fireside chat, and the new EITs discussed the ministry structure, executive shadowing and office etiquette with me.

The final presentation of the second day was Leslie Manning from the BC Public Service Agency. Leslie and I acted out a behavioural interview role-play, and Leslie showed the group the BC Public Service Agency website and her handouts, which were full of information on employee benefits, training and pensions.

That ended the 2004 EIT orientation session. I now plan to spend the next 12 months resting up for next year.

Horsing around gives life a balance

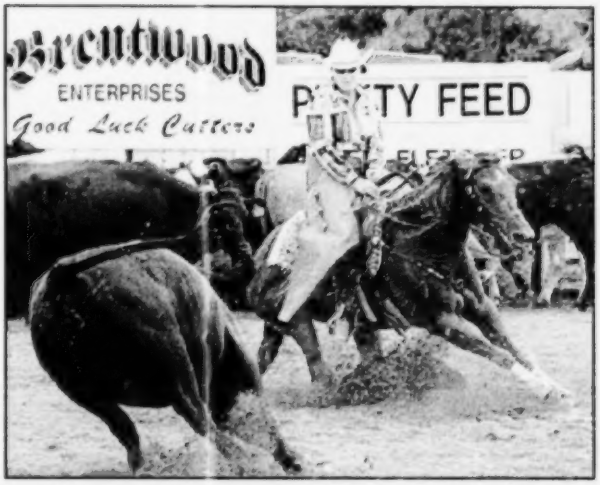
Submitted by Julian Malinsky
Thompson-Okanagan District

The rider you see on the right is Pat Holt, on her horse Roxie during a cutting competition. It was a different type of competition that saw Pat successfully become the Senior Development Technician at the Thompson-Nicola District in Kamloops. Congratulations, Pat.

Pat was raised in Vancouver, some may say as a "city slicker," but developed a keen interest in horses and riding very early in life. At the age of 12, Pat saved enough money to purchase her own horse. Pat's dad drove the pair to horse shows throughout the Fraser Valley almost every weekend. Later she hit the rodeo circuit, and competitions took her to many places in B.C., Alberta, Saskatchewan and even Texas.

Pat's time on the rodeo circuit ended about 15 years ago, when Roy Yates, world-renowned professional horse trainer, encouraged Pat to be a horse trainer. Breaking colts and bringing horses to competition level became her signature.

Upon reaching middle age a few years ago, there came a need to shift gears and change riding disciplines again. Pat



quickly became an accomplished cutter in only a couple years. She has earned many awards, showing her ability to learn quickly, her passion to always improve and her success in managing change.

The changing face of Field Services

Submitted by Shanna Mason
Director, Field Services

One of our biggest goals within the management team of Field Services is to create an environment that supports developing our people to their fullest potential and supporting opportunities to excel and advance within our operational realities. One of the results of meeting this goal is definitely advancement of people. So, we will do our best to keep you all informed of the Changing Face of Field Services.

So, who's who?

Dan Templeton and Rob Sylvester have been acting in two new positions for Field Services, Construction Consultant Supervisors, overseeing the 16 or so consultants we have retained to provide additional construction supervision services this year. On the paving side, Mike Johnston and Rob Ostrikoff have been pulling similar duties.

Gerry Allen, John MacKenzie, Rob Ostrikoff, Al Jones, Rick Matthews, John McNee, John Ross, Bob Petho, Simon Stubbs, Rob Stephen and Bob Neville filled the roles of Project Supervisors at various points for us during the very busy year that was 2004.

Jim Helgeson has moved onto a position with the Okanagan-Shuswap District as an Area Manager. Best of luck, Jim! Through our eligibility lists, Rick Matthews has stepped up to fill Jim's shoes as STO 5, and John MacKay will fill Rick's at the STO 4 level. Congratulations!

Terry Murphy has joined West Kootenay District on a secondment as Area Manager for three months, according to the goals established in his employee performance and development plan.

We have two new additions to the Field Services group through the Technician Entry Level Program, Peter Dzuga in Quesnel (but currently the Queen Charlottes) and Wijaya Widyaratne in Fort St. John. Welcome to Field Services.

To everyone in Field Services, thank you for your hard work, dedication and commitment to achieving our goals this past season. You really do great things for the ministry and the province of British Columbia!

Things to come: We are still working on filling the two new Construction Consultant Supervisors positions and a Manager of Paving position.

For an updated list of Field Services staff and contact information, please access our website at http://gww.th.gov.bc.ca/gwwr2/Content/Field%20Services/Contacts/fscrews.xls

Hazard awareness training in Okanagan-Shuswap district

The Okanagan-Shuswap District hosted a natural hazard awareness training session at the end of October for development approvals staff. Most development approvals staff from the Okanagan-Shuswap district as well as some from the Thompson-Nicola and Cariboo districts attended, for a total of 13 people.

The focus of the training was on being aware of the potential for natural hazards to affect land development approvals. Hazards such as rockfall, landslide, sinkholes, debris flows and flooding were all discussed.

Our main instructor was Gord Hunter, engineer in the Geotechnical and Materials Engineering Branch of our ministry's Northern Region. Helping with the training and providing a presentation about real and ongoing examples of geotechnical issues in our own area was Terry Harbicht, Gord's counterpart from the Southern Interior Region in Kamloops.

Brian Symonds talks to the group about recent and historical debris flows near Hedley.

Brian Symonds talks about flood plain mapping along the Similkameen River west of Keremeos.

To provide more information and awareness to our staff about the flood hazards, Brian Symonds and Craig Beeson joined us from the Ministry of Water, Land and Air Protection.

The format of the two-day training session was the same as that recently done in other districts. Day one was in the office with handout materials, presentations, pictures and maps. Day two allowed us to get our feet dirty with a field trip.

The field trip took us by bus from Kelowna south along Highway 97 and west along highways 3A and 3 to Hedley. The trip was kept very interesting with many stops along the way to look at and walk around hazard sites in our area and take in more information and instruction being provided by Gord Hunter and Brian Symonds.

The weather cooperated, lunch in Hedley was enjoyed by all, and Gord finally got to visit Hedley.

Ministry part of the road safety team

Submitted by Dave Edgar
Transportation Planning Engineer

On October 5, 2004, the ministry joined ICBC, the City of Nanaimo, the RCMP and other agencies in signing an agreement-in-principle to collaborate in establishing a higher level of road safety throughout the community.

The ministry has committed to contributing its expertise to road safety projects and to work with the Nanaimo Safer City Alliance in increasing awareness about road safety issues. Dave Edgar, pictured on the far right, back row, signed on behalf of the ministry.

Pictured (left to right): front row - Ron Dale, School District 68; Mayor Korpan; Supt. Lott; back row - Joe Stanhope, Regional District of Nanaimo; Susan Bergmann, AutoPlan Brokers; Dr.Edwin Deas, Malaspina University-College; Nettie Wagner, ICBC; Dave Edgar, Ministry of Transportation

Legislation for the 21st century

■ The new Transportation Act

Submitted by Kurt Edmunds
Provincial Approving Officer, Kelowna
and Kirsten Pedersen
Manager, Transportation Policy, Headquarters

The new Transportation Act will became law on December 31, 2004. This act replaces core highway legislation, including the Highway Act, Ministry of Transportation and Highways Act, Build BC Act and the Highway Scenic Improvement Act.

The new Transportation Act was developed over the last two years as part of government's deregulation initiative. It was an opportunity to bring the ministry's legislation into the 21st century.

Kurt Edmunds, a Provincial Approving Officer, joined the Transportation Policy Branch on a temporary secondment in June 2004 to help roll out the new act. Kurt worked with Kirsten Pedersen, the Deregulation Project Manager, to develop and present information sessions for staff across the province.

Kurt's experience

In early June, I arrived in Victoria and found myself learning about the policy branch.

It was like entering a foreign land. In the district the phone constantly rings and the public and stakeholders are always requesting information. In comparison to the district, the policy branch seems quiet. The phones are not constantly ringing; there's no public at the counter.

However, this was quite deceptive. There is a very heavy workload with numerous projects. It is like a well-oiled machine feeding several branches, several initiatives and projects as well as working very close with our executive.

I learned how legislation is drafted and how we work with the Attorney General's ministry on an ongoing basis to finalize the wording of legislation.

It can be a tedious and intensive process with the coordination of numerous parties and iterations to reach a final product. Every detail is questioned, and one word or sentence can be reviewed several times before it will be accepted.

We have travelled throughout the province and presented information sessions on the Transportation Act. The response has been great, and most folks are really happy to have someone give them a heads up.

I think most people have never had any information on legislation even though they work with it on a daily basis. The regions and the district staff have been great, have shown us excellent hospitality and really made us feel welcome. A secondment gives you an opportunity to step outside your regular routine and learn other skills and business practices of another branch.

This has been an excellent opportunity, and I feel fortunate to have been a part of this project.

Kirsten's experience:

The rollout of the new act provided a wonderful opportunity to travel across the province and meet staff in the regional and district offices.

Every session was unique, and it was always interesting to hear about the variety of situations and issues that staff are facing in each area.

I have learned a great deal about the ministry's business and have a clearer perspective on where and how legislation fits into the grand scheme of things.

I also have a much better sense of the challenges faced by field staff.

Having the opportunity to work with Kurt over the past six months has been great. Kurt's knowledge of development approvals has been invaluable, and I can't imagine the last six months without his knowledge, patience and great sense of humour! The policy branch is going to miss him!

A fond farewell to Jim

Submitted by Steve Szabella
Project Assistant

Since Jim Helgeson spent his early years surveying the BC Rail line from Fort St. John to Fort Nelson, he can safely say of the Peace country: "I came, I saw . . . and I left (again)!"

The majority of Jim's construction work has been in the Peace. He spent most of his life in the private sector in the construction industry with various companies prior to joining the ministry.

Jim has spent about the last 10 years in the construction side of the ministry, first with the Northern Region and then with Field Services when it was created. Prior to this he spent time as an area manager in Williams Lake and Quesnel.

The crew wishes him well in his new (old) endeavours. However, we would feel better if it was further north (Fort Nelson or Dease Lake) instead of south.

I guess he has done his time, but he will probably have a tough time coming to grips with the fact he has to cut his grass in November and March.

(Jim's new position is as Area Manager, Kelowna.)

PECSF campaign a success

Submitted by Greg Gilks
Director, Prov. Transportation Plan

The Ministry of Transportation's 2004 Provincial Employee Community Services Fund (PECSF) campaign in Victoria was a great success, largely due to the enthusiastic participation of headquarters and Saanich area office staff through pledges and fundraising events.

The official total amount contributed through pledges is not yet available from the community fund office.

However, over the three-week campaign, more than $4,500 was raised through a number of fundraising activities, including a book sale, raffle baskets, a home-grown/home-made fall harvest sale, a coffee fundraiser, a barbecue hot dog sale (sponsored by Properties and Business Management Branch) and a friendly Great Executive Chili Cook-off contest (which singularly netted nearly $2,900 for PECSF and earned considerable bragging rights for Partnerships Branch).

On top of all that, a small committee of Ministry of Transportation staff sponsored by Deputy Minister Dan Doyle, this year's Honorary Chair for PECSF, organized an eventful multiministry car rally that successfully raised over $3,000 for the community fund cause.

PECSF 2004 Multi-Ministry Car Rally

Here are just two of the questions participants in this year's PECSF Car Rally had to answer:

The beginning of rainfall may cause roads to be particularly slippery because:

A: your tires become cold
B: the water mixes with oil on the road
C: the water cools the road quickly
D: the water washes the road clean quickly

If you are behind a large vehicle or motorcycle on a high-speed road, your following distance should be at least:

A: 4 seconds
B: 2 seconds
C: 3 seconds
D: 6 seconds

The rally was formatted similar to a conventional road rally, but the event was modified to promote safe driving practices and quiz drivers' knowledge of road safety.

Nineteen teams representing 11 ministries/agencies departed the Vancouver Island district office in Saanich on Saturday, October 23 to drive the 70-kilometre course and finish at the Mary Winspear Centre at Sanscha Hall in Sidney. (At least it was 70 km for most teams. One unnamed team representing the ministry managed to drive considerably more than 70 km because they had difficulty following the route instructions and became lost.)

The Ministry of Education team (Deb McKnight, Wendy Vermaning, Chelsea Baker, Sandi Charlton) claimed the overall prize, with the Management Services team (Cleve Molsberry, Lois Fraser, Sue Park, Cairine MacDonald) winning the award for raising the most money. In total, the event raised more than $3,000 in support of the Provincial Employees Community Support Fund.

Events increase tally for charities

Submitted by Dianne Friend
PECSF Coordinator, South Coast Region

Fund-raising for the South Coast Region's Provincial Employees Community Service Fund was very successful this year. On September 30 we held a barbecue and basket raffle. The barbecue was well attended and managed to raise $305. Regional Managers Pat Cruickshank, Patrick Livolsi and Nash Jamal, together with Regional Director Wayne Keiser, donned their aprons to provide chef services, and I must say they cooked up some great hamburgers and hot dogs.

Each floor of the regional office and the Lower Mainland district office provided a theme basket, including Home Movie Night (won by Pat Thomas), Chocolate Lovers (also won by Pat Thomas), Gardeners Delight (won by Holly Adems) and The Gourmet (won by David Lee). Each basket put together was wonderful and in total provided us with $416 in donations.

On October 7, a silent auction and bake sale was also held. Many employees and outside parties donated goods and made purchases, raising $294.

Total funds raised in the South Coast Region for PECSF amounted to $1,015, which does not include individual pledges.

A huge vote of thanks goes out to all PECSF volunteers who were able to accomplish a lot in a very short period of time. All of this could not have been done without them.

South Coast Region Canvassers and Volunteers for the Provincial Employees' Community Services Fund fund-raising campaign. Left to right are Karen Orrell, Holly Adems, Tina Johnston, Dianne Friend, Sarah Dennis, Matt Choquette, Sue Keldsen, Loretta Carlson and Jackie Chambers. Missing is Andy Braacx.

This is my first effort for PECSF as the South Coast coordinator, and I now have a better appreciation of the effort put into fund-raising.

When it comes to pulling together, I have always found the ministry employees answer the call, and all are to be congratulated.

Fun for a good cause

Submitted by Dave Edgar
Transportation Planning Engineer, Nanaimo

Vancouver Island staff of the ministry organized a mini-golf and hot dog sale on October 20 to raise funds for PECSF. Together they raised $176 for local charities while also having a fun time. Winner of the tournament was Peter Wightman. Runners up were Vickie Fairburn and Linda Mick. Last place hard hat prize went to Jane Kimm.

Bonnie presenting Jane with her hard hat. Nick Vandermolen and Ross Deveau are in the background

Cooking up a contribution

Regional executive chefs (in the aprons) Wayne Keiser, Pat Cruickshank, Nash Jamal and Patrick Livolsi. Ready with his plate for lunch is Allan Galambos.

Communication the key to success at UBCM convention

Submitted by Paul Lidgate
Senior Writer, Corporate Writing Services

Sometimes you really can't see the forest for the trees. For Gloria Valle, preparing for the annual Union of B.C. Municipalities convention had always seemed a daunting exercise in gathering information, preparing briefing notes, arranging hotels, scheduling meetings and a hundred other tasks.

But being at the convention — held this past September in Kelowna — and meeting scores of municipal leaders from across B.C., Valle gained a stronger appreciation for the impact her work has, and for how respected our ministry is.

"It was incredible," said Valle, manager of Corporate Writing Services. "We had all these mayors and councillors coming up to us and thanking us, thanking the minister for attending and meeting with them and for having taken the time to really get to know their issues."

The UBCM is an annual gathering of mayors, councillors and regional district directors from large cities, small villages and unincorporated areas across the province. They come from nearly 200 communities in all, and this is their chance to meet, discuss issues of common concern and formulate policy positions.

Provincial ministries and politicians also attend, to meet local decision-makers, answer questions and, occasionally, to announce new programs of interest to municipalities.

"You wouldn't believe the number of mayors who came up and said how much they appreciated the work our staff do out in the regions and districts," Valle said. "They really complimented us on how helpful our staff are, the improvements we're making and especially how accessible we were at UBCM."

Transportation Minister Kevin Falcon, deputy minister Dan Doyle and regional directors Kevin Richter, Tracy Cooper and Wayne Keiser attended a total of 105 meetings with municipal politicians over the convention's four days.

Corporate Writing Services manager Gloria Valle with the binder full of briefing notes used by the minister and senior staff in meetings with municipal politicians from all across B.C.

Each of those meetings was about some specific local concern. And Valle says it was thanks to the commitment and hard work of ministry staff that the minister was able to go to those meetings well-informed and ready to have serious discussions.

"It really drove home how connected we all are," says Valle. "We all work away at these briefing materials, including staff out in the districts and regions, and you don't get a sense of why you're doing it all. But when you come here, you see how it all fits together, how everybody's work contributes to decisions being made and new transportation projects getting launched.

"It really does make a difference, and I wish I could convey to people in our district offices just how thankful and supportive these mayors were of all our work."

So here's a pat on the back to ministry staff, from headquarters-based program directors to district-level technicians and everyone in between. Your work on the ground and the time you take to keep Corporate Writing Services informed is very much appreciated, and it's helping our ministry do a better job of serving the public and local leaders where it matters most, in communities across B.C.

Survivor, Southern Interior style

Submitted by Ramona Holota
First Nations Coordinator
Photo Credit: Susan Ingram

Here is the scoop on our game. Our 18 participants put in $10, then assume the identity of a Survivor participant for the remainder of the game on TV.

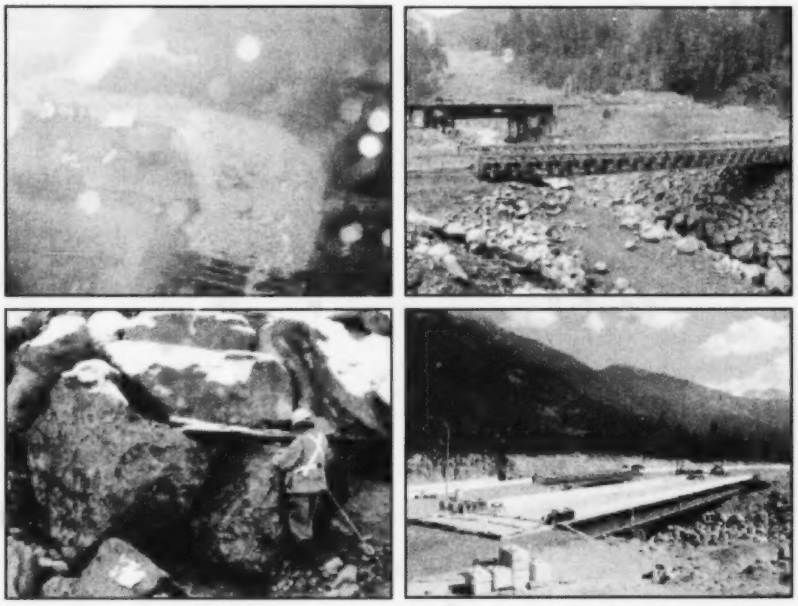
The Social Committee keeps $50 and the rest is divided up for prizes and runners up at the end of the game.

Rebuilding Rutherford Creek bridge

Submitted by Hubert Mock
Project Technician, South Coast Region

"Water is the enemy"

It's a geotechnical truth put into perspective in the early morning of Oct. 18, 2003 as high volumes of water scoured creek banks and bed, slashing out a new path and washing out the Rutherford Creek bridge, claiming four lives as well as cutting off the supply route to the flood-stricken town of Pemberton. Two upstream BC Rail bridge spans were also washed out.



Top left: The swollen Rutherford Creek and the washout. Top right: A Bailey bridge spans the gap temporarily. Bottom left: Rip rap boulders provide stability. Bottom right: The completed structure.

Capilano Highways Services and Peter Kiewit Sons Construction, working on the Rutherford Creek (run of the river) Power Station, were organized to work around the clock to fortify the creek banks and erect a Bailey emergency bridge. Bailey bridges are built on site from a pre-engineered system of ready-to-assemble components and can achieve clear spans of up to 60 metres. However, establishing this temporary connection was more challenging than simply assembling an erector set: three major issues had to be considered.

First, the original 23-metre span across the creek had increased to 76 metres. Next, the temporary bridge must support a full legal load, limiting the allowable clear span of the Bailey bridge to 40 metres. Last and most important, approaches to the bridge must be constructed and reinforced to withstand another possible washout. With careful planning and management by area manager Randy Grelson and bridge supervisor Peter Chiu, Highway 99 opened to one-lane alternating traffic on the evening of Oct. 26. Post-disaster analysis by Knight Piesold Consulting's hydraulic engineers indicated record rainfalls beginning Oct. 16 very quickly swelled the regular discharge rate of the creek at the bridge from seven cubic metres per second to about 315 cubic metres per second, scouring the creek bed and thrusting the bridge deck 30 metres downstream. Over the past 33 years, there have been five bridges lost at this location, two MoT bridges and three BC Rail bridges. This was the first incident that incurred fatalities.

Veteran project manager Wilfred Fry established the tone of this Provincial Emergency Program-funded project right from the planning stages to ensure the safety, stability and capacity of the new permanent bridge. The project posed several engineering and construction challenges, but Wilfred's determination and calm demeanor overcame them.

Hydraulic engineering findings required the creek bed be built back to its original level with heavy rock armouring. Environmental agencies were concerned the installation of mini-car sized boulders would disturb riverbed materials, potentially affecting the area's ecology. Knight Piesold's sub-consultant, North West Hydraulics, built a model of the creek to provide more reliable data for the channel design. After running several models, it was found the two replacement columns to support the upstream BC Rail bridge narrowed the width of the channel, creating a constriction that would cause water to back up, increase the velocity of the water to 10 metres per second and increase the rip rap design size to 8,000-kilogram boulders (2.5 to 3.0 metres in diameter) for a 200-year flood level with a design flow of 650 cubic metres per second.

Wilfred requested BC Rail to widen both of their bridges to reduce flow velocities and allow a mix of 6,000-kg and 8,000-kg rip rap. Operationally, BC Rail decided they could remove the siding bridge entirely and agreed to widen the mainline bridge by 25 metres at their cost. They also agreed to fund $500,000 of the stream armouring.

The decision was made to use the design-build delivery process for the bridge replacement. Coaching in the process came from Bill Rose, Regional Manager, Project Delivery, and Don Shaw, Manager of Construction. Stantec Consulting came on board as owner's

Continued on page 18

Recognition for a job well done

Reg Lawrence, Project Manager (at right), presents a Certificate of Recognition to Brent Beattie, A/Manager, Geotech and Materials Engineering. Brent helped the Highway 5 Preacher Hill curves project team during the construction phase by consistently, frequently and often-on-short-notice responding to the construction site to investigate multiple slope stability issues and developing remedial work.

Reg Lawrence, Project Manager (on the left), presents a Certificate of Recognition to Gary Stewart, of Field Services. Gary is recognized for his commendable service during the construction phase of the Highway 5, Preacher Hill curves project. Gary coordinated and managed complex multi-disciplined issues that included extensive environmental objectives, risks and geotechnical stability issues.

Bridge replacement a team effort at Rutherford

(Continued from page 17)

engineer but the ministry retained control of the design of the critical scour protection works through Knight Piesold. On Dec. 16, a design-build tender document was posted on BC Bid, and on Jan. 4, a $4.96-million contract was awarded to Spring Point Management (SPM) of Kelowna.

SPM was to be able to begin stream-armouring work right away. However in February, the Fisheries and Oceans Canada decided that engineered stream channel work should be done during periods of low flow, such as November through March. In mid-August, project supervisor Phil Munn noticed that due to an extremely dry summer and the extraction of water by the newly commissioned power station, low-flow conditions already existed in Rutherford Creek. Fisheries and Oceans Canada gave permission to carry out work in the channel.

SPM successfully diverted and isolated the creek flow from their work-zone on the south side in the downstream key and began excavating and placing heavy riprap.

With the creek bed about four metres above the excavation level, a 300-kilowatt generator set with a combination of 10- and 8-inch discharge pumps was required. SPM installed a series of settlement ponds, and a strict regimen of turbidity monitoring was established to ensure compliance with their environmental monitoring program.

On June 2, a construction accident occurred when lifting jacks collapsed during a final girder lifting procedure, seriously damaging a large steel girder truss. Fortunately no one was hurt, but work was shut down by WCB until June 22. SPM worked longer hours to bring the project back on schedule.

The long-awaited new bridge was opened to traffic on Aug. 7. Much work on the engineered stream channel remains, and crews are expected to continue armouring the riverbed and banks into the New Year. Upon completion, a memorial bench will be placed alongside Rutherford Creek in memory of the victims of this tragic bridge washout.

This January, the completion of the Rutherford Creek Bridge rebuilding project will be Wilfred Fry's final Ministry of Transportation project.

Throughout his 12 years with the ministry, Wilfred has been like a bridge for the many apprentices he has mentored in the principles of project delivery. He has been a bridge for the private sector to our ministry's design and construction standards, a bridge for the countless stakeholders to the solutions for the many issues they presented, and Wilfred is a bridge that will not be soon replaced.

Wilfred Fry

Thank you, Wilfred, for your many years of service.

From left to right (bottom row) : Lisa Gow, Brenda Janke, Maria Ciarniello, Pat Jenkins, Laura Silva, Mary Koyl, Lyna Chang and Vicki Willow. From left to right (top row): Brenda Larkin, Sherry Stubbings, Jack Stuempel, Greg Mertton, Vicki Willow

Ministry staffers make a difference in cancer fight

Ministry of Transportation employees made their presence known at the CIBC Run For The Cure. All of the proceeds for this annual charity run goes towards breast cancer research.

For more information on how to get involved this year, please contact either Lyna Chang, Maria Ciarniello or Laurie Farquharson.

Painters gather to celebrate Ron Scott's retirement

On November 27, several former employees of the ministry's Pavement Marking Branch gathered at Newlands Golf Course in Langley to honour Ron Scott on his retirement after 35 years of service.

Ron left the ministry in after many years as a Pavement Marking Foreman and will be remembered by staff in most areas of the province. Above, Ron is pictured with his wife, Sharon, soon after being presented with a miniature paint truck that was made specially for him by a wooden toy maker in Prince George.

A new addition to the family

Submitted by Graeme Cross, EIT, Regional Traffic, Kamloops

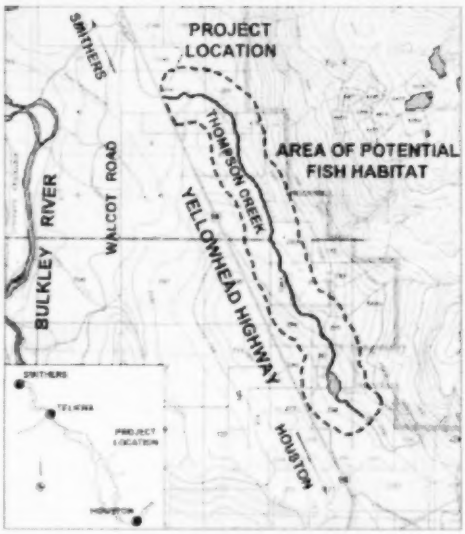
Shawn Grant, Regional Traffic Engineer for the Southern Interior Region, and her husband, Jarret, are delighted to announce the birth of their son, Ian Robert Grant. He was born on September 7 at 3:30 in the afternoon, weighing 8 lbs., 7 oz. and measuring 22 inches. He is now approaching 15 lbs and is over 25 inches tall. He is a fun little boy who likes to be on the go. Jarret and Shawn are excited about their new addition to the family.

And for outstanding effort...

On October 13, 2004, the Okanagan-Shuswap's Stan Warkentin and Jeff Wiseman as well as Argo's Scott Lain were presented with recognition certificates and small gifts for the outstanding work they did in delivering the wine route signing program throughout the Okanagan and surrounding areas. Ross McLean of Thompson-Nicola also received a presentation. District Manager Grant Lachmuth commented, "I am extremely proud of all of them and the huge commitment they have made to this initiative."

Thompson Creek's culvert replacement proves successful

Submitted by Daryl Nolan
Manager, Environmental Services, Northern Region



The Thompson Creek culvert replacement project has restored fish access to over five kilometres of high-value spawning and rearing habitat in the Thompson Creek mainstem, and a further estimated two kilometres of habitat in four smaller tributary streams located upstream of the Yellowhead Highway 16.

For many years, this stream crossing, about 25 kilometres northwest of Houston in the Bulkley-Stikine district, barred upstream movements of both adult and juvenile fish to potential fish habitat in over two thirds of the mainstem length of this Bulkley River tributary.

Stream crossing outlet before three old culverts were replaced.

The hydraulic capacity of the old culverts was inadequate for peak stream flows, not only creating problems with fish passage but also contributing to recurring maintenance headaches associated with highway flooding, beaver activity and stream aggradation above the inlets.

The two 900-millimetre corrugated steel pipe culverts and one 600-mm one had constricted the natural 4.2-metre creek channel width, creating accelerated water velocities in the pipes that exceeded the swimming capabilities of most fish. As well, the higher flow energy of water exiting the pipes sped streambed down-cutting, eventually leaving the culvert outlets hanging above the stream, thereby fully barring upstream fish movements.

McElhanney Consulting Services of Smithers provided the crossing design. Formula Pile and Bridge Contractors Ltd. of Prince George was awarded the contract to construct the replacement seven-metre-wide, 24-metre-long open bottom structural plate arch culvert supplied by Armtec Construction Products.

The fisheries values in the creek were evident to all when the contractor's environmental rep, DWB Forestry Service Ltd. of Prince George, salvaged over 1,200 fish from the work site using an electroshocker and minnow traps (all but 15 of these fish were in the outlet pool below the perched culverts).

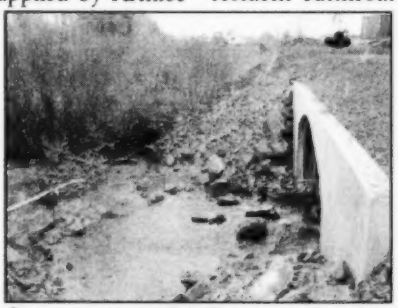
Before the start of construction, water ponded behind a beaver dam immediately upstream of the highway was slowly lowered and the beaver dam was then removed.

The creek was then diverted into a lined channel and through one of the old 900-mm pipes while a simulated streambed and new arch were constructed.

The streambed design incorporated a series of rock groynes and an outlet pool with rock weir and boulder features intended to provide a resting area for fish, retain substrate in the arch and mimic the natural streambed complexity that enables weak-swimming juvenile fish to move upstream against the current.

Fisheries and Oceans Canada and the Ministry of Water, Land and Air Protection complimented the ministry and contractors on a job well done.

Tom Pendray, Habitat Biologist with Fisheries and Oceans Canada, says: "Thompson Creek has a small run of coho and steelhead, as well as many Dolly Varden char or Bull Trout and resident cutthroat trout. It is a very productive little creek. This kind of small creek produces way more fish per area than larger rivers like the Bulkley.


Stream crossing outlet after construction of the bottomless arch culvert & associated outlet pool.

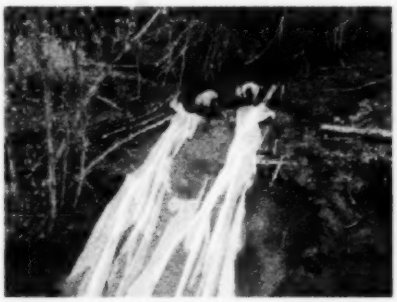
"There are reports of adult steelhead jumping at the old culverts at

Continued on page 21

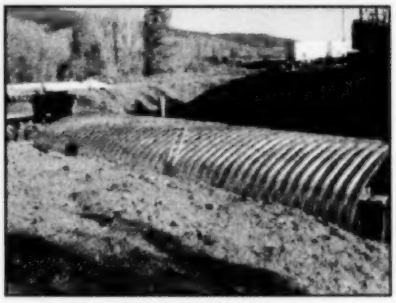
New culvert helps fish reach streams

(Continued from page 20)
Highway 16 in the past. We are expecting both steelhead and coho will now be able to move upstream of Highway 16 where this small stream has another five kilometres or more of excellent habitat.

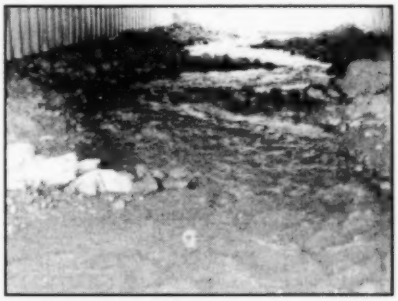
"During the construction work, consultants for the contractor working at the site did a fish salvage to catch and remove fish from near the construction site. We were very surprised at the large numbers of small fish which were found at the site. The consultants caught and moved about 1,200 fish, including over 800 Dolly Varden, about 200 small coho and 200 steelhead and cutthroat.



Thompson Creek was redirected through the work site using a lined diversion channel.



The completed steel plate arch..



Rock groynes create a meandering path and complex flow in the simulated streambed.

The inlet of the bottomless steel plate arch culvert, installed and working.

"The very large number of Dolly Varden caught just downstream from the old culverts probably means they were trying to move upstream. In fact, now that the new culvert has been installed, we have seen hundreds of the small char moving through, so we already know that the project has been a success.

"We are very pleased that this project was carried out in such a cooperative manner by everyone involved from start to finish."

Fisheries Program Biologist Jeff Lough, with the Ministry of Water, Land and Air Protection, is impressed with the cooperative multi agency approach the Ministry of Transportation, DFO and its partners have taken to re-establishing fish passage to a variety of sites and habitats in the Northwest.

"The Thompson Creek fish passage project is an excellent example of a project that will benefit production of Bulkley watershed salmonids for a very long time. Even before full completion, the project was already proven to be a winner with observations of hundreds of blue listed juvenile bull trout migrating past the work site to the productive habitats upstream of the highway.

"These habitats have been underutilized for decades due to the highway's barrier to fish migration, but from this day forward those habitats will be available to increase fish production. Maintaining the connectivity of fish habitats is one key to ensuring the long term health of salmonid populations in the Bulkley and other northwest watersheds."

The ministry's construction project supervisor, Rob Blackburn, had the following to say about his experience on the project: "The Thompson Creek culvert replacement project was a great success. It was great to work with so many individuals who truly believed in the project. During construction, DFO identified small changes that could be made to the original stream channel design that would improve fish migration. This advice to modify pool depth and channel armouring was accepted and implemented with a genuine desire to see the project be the best it could be.

"On more than one occasion supervisors, workers and operators were seen using hardhats to transport fish over worksite isolation barriers to locations where they were released to continue their upstream migration.

"Formula Pile and Bridge Contractors and their environmental subcontractor, DWB Forestry Services Ltd., deserve thanks for all their hard work and dedication.

A special thanks goes to the ministry's environmental monitor, Lisa Torunski of McElhanney Consulting Services, for her advice and oversight of the project. Many consultations were held with DFO to obtain input in order to ensure a successful completion.

"As with any project,t a few small hick-ups popped up during construction but all were rectified with little or no effect on the project. Traffic was a major concern at this site with 24-hour flagging

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Your submissions welcomed

The Road Runner is your newsletter, so take part in it.

If you want to share news of something you have achieved or done, whether it's at work or in your personal life, let us hear about it.

You can e-mail submissions to Cindi Trowbridge at:

Cindi.Trowbridge @gems2.gov.bc.ca

Or contact her by phone anytime at (250) 723-7212.

Can you relate to this?

Alison Ruehl, Peace District Clerk, wrote this poem after a day of receiving a barrage of phone calls. It gives a good idea of the kinds of things our front-end staff have to deal with.

Working in this zoo

Listen very carefully,
You won't believe your ears!
We answer very happily,
But some calls bring us to tears.

Walking to the bus stop,
On the road each day,
Can you put up a sign for me?
"Slow down, my kid's at play."

The speed I drive is fast, I know!
But this road is smooth and new.
So you'll have to pay this ticket
From the boys in blue.

My driveway is full of snow,
My culvert is now plugged.
I won't leave my name or number,
I think your phones are bugged.

How fast does the Peace River flow?
How deep is Charlie Lake?
Please fill me in, I need to know
Before it is too late!

I have to drive to Atlin,
My summer tires are new.
Will they be fine for winter roads?
I'm driving to see the view.

How far is it from here to there?
You really should know that.
And can you tell me what it costs
To change oil on my CAT?

Can you send a tow truck?
I am out in Timbuktu.
A semi driver hit the ditch
That's why I am calling you.

The road is very bumpy,
But I still drove very fast,
So here's the bill for my new shocks.
And it won't be the last!

How many feet, can you tell
Fill a hectare up?
I'll wait for you to find that out,
While I fill my coffee cup.

What is the price of gas today?
It really is getting high.
Oh, and I need the number for
That tall, blonde, older guy.

My driver's licence photo –
Well, it really sucks!
And here's my application
To import exotic ducks.

Our phones really are quite busy,
The compliments quite few,
But we must admit we love
Working in this zoo!

Culvert work went smoothly

(Continued from page 21)

seven days a week from September 14 through October 22. One small accident in the traffic lineups was recorded as caused by an intoxicated driver. The local RCMP, on my request, visited the site several times and had no problem generating speed and other traffic violations within the work zone.

"Provincial revenues increased and a few of these inattentive drivers will be noticeably poorer at month's end. One driver was recorded and charged as doing 103 km/h in the 50-km/h zone; 200 feet further up the highway he would have entered the 30-km/h zone.

"Thanks are given to D & R Flaggers for keeping all on site safe while enduring abuse from the public and Mother Nature.

Workers draw the creek back from the diversion channel into the main channel.

"This project was completed ahead of schedule and under budget. Pavement was laid down the day before the weather turned to winter conditions. It was very encouraging to see small fish migrating through the new structure within days of the water being released into the newly enhanced channel."

(Not quite) singing in the rain

■ Weekend walk worth the effort

Submitted by Veronica Vacek
Contract Assistant, Provincial Contracts

I just want to take a moment to thank everybody who supported me and my team this summer in our 60-kilometre walk for the Weekend to End Breast Cancer in Vancouver. Thanks in part to your generosity, our team raised over $11,000!!

Although the event happened at the end of August, I remember it like it was yesterday! Why? Several reasons, particularly the weather.

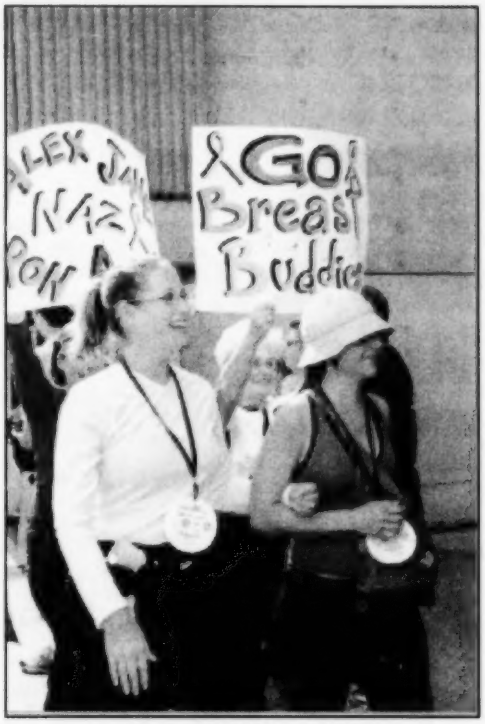
Apparently it had not rained all summer up until the weekend of the event. The first day, Saturday, we were to walk 35 km of the 60 km. After the first 10 km, the skies opened up and absolutely drowned us in rain.

My running shoes might as well have been left overnight in a cold bathtub, my rain gear had me soaked to the bone and we had 25 more kilometers to go. My first instinct was to cry, but no, I could not crumble! Laughter is the best medicine, right?

Interestingly, despite the fact that it was August and we were constantly moving, we started to get very cold. That is when the event organizers handed out garbage bags, two a piece (a top and bottom), and those thin foil blankets found in winter emergency kits. Needless to say, it was no fashion show!

At the end of the first day, I could hardly believe we had made it. Sunday, the weather cooperated and the remaining 25 km seemed dramatically better than the distance from the day before. Frankly, the second day was like a walk in the park, or many parks, I guess I should say correctly!

Walking 60 km over two days, there is only so much conversation one can have, so I was left to think about why I was there. Why was I doing this? Was THIS fun?



On the march to fight breast cancer

Although I still would not necessarily describe this event as "fun," it was without a doubt a worthy use of my time. Many of the people there that day were just happy to be there at all, alive and walking 60 km.

I am thankful for another opportunity to appreciate the little things, including my ability to walk 60 km, rain or shine, with my friends. Sincere thanks again to everyone for their support both financial and otherwise!

Whatever happened to . . . ?

Ever wonder what happened to those staff affected by the 2002 reorganization? Here are three stories rounded up by Bill Smith, Project Director, Okanagan Corridor.

Suzanne Evans:

From Toronto to the Yukon to the West Kootenays to the East Kootenays and now really, really east. Suzanne worked for the Kootenays Region from 1990 to 2002. She started with Contracts, but moved to Financial Analyst with Professional Services, and was a Project Technician with Paving.

She was very involved with process development and a strong supporter of project management.

Her husband, Tom, was a ferry operator on the Harrop Proctor Cable Ferry. She accepted a position at Fort Steele Heritage Park in 2002, only to oversee its privatization a year later.

Suzanne and Tom have moved to Quebec, and she is working for Elections Canada. A daughter, son-in-law and grandson live in Whitehorse, and their other daughter moved to Prince Rupert.

Suzanne is now learning Mandarin to prepare for a trip to China.

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Trip to India was wonderful for Veena Sundher

Submitted by Bobbie Mitchell Construction and Maintenance Branch

Veena Sundher, who works in the Construction and Maintenance Branch, travelled a variety of highways and byways and on various forms of transportation, on her wonderful trip to India this past fall.

She enjoyed visiting with extended family, saw some great sights and had some unique experiences.

Veena's trip started in Mumbai (formally known as Bombay), and you see her here at the gate in Mumbai known as the gateway of India.

She and her family then travelled 185 kilometres northeast to Nasik to see and photograph the Pandavleni Caves, built in 2 BC.

From Nasik they took a 20-hour train trip 1,180 km northeast (towards the India/Nepal border) to Lucknow, the capital of the Uttar Pradesh state (same state as Agra, where the Taj Mahal is).

The trip continued on to Jalandhar City in the Punjab state, 868 km northwest. Off the beaten track, she drove down a countryside village road which, being a good ministry employee, she duly photographed for us to see.

And then there were some delicious meals, one of which cost the equivalent of $11 and fed seven people, again photographed to make us envious! Veena's photos are on the next page.

Ex-employees fan out across the country

Willa Horsfall:

Willa was one of the Finance and Administration staff with the Kootenays Region from 1990 to 2002.

She brings us up to date: "It's been two and a half years since leaving MoT and the time has just whizzed by. Harold retired just over a year ago after easing into retirement working part-time. We're keeping busy completing projects that were on the back burner, community work, gym, gardening, boating, skiing, etc.

"We have been focused on our B&B business just west of Nelson on the shore of the Kootenay River, which we love. It's a seasonal business keeping us hopping during the summer with quieter times the rest of the year. The B&B enables us to meet people from all walks of life and from all over the world. It was very rewarding for us this fall to be named one of the best B&B's in the West Kootenays!

"This fall, we spent three weeks in the Maritimes and in January we're back to Cancun and then to New Zealand and Australia next fall.

"Our boys are all doing well, with two living in Nelson, one in Whistler and the other in Coquitlam. A Rotary student from Mexico (a boy, of course) is staying with us until the spring.

"We miss keeping in contact, so please use this as an open invitation to stop in for a coffee and visit anytime. We're usually always home!"

Bruce Walgren:

Bruce worked for the ministry's Geotechnical and Materials Lab as the Soil and Rock Technician in Nelson with a great group of friends. They keep in touch through e-mail and the phone.

Bruce brings us up to date: "Since I was released from MoT in July of 2002, I pretty well had my mind made up that I was going to go into business for myself. I have taken several classes through Community Futures in Nelson on web page design, bookkeeping, taxation, business plan workshops, marketing and market research.

"I am now the Sole Proprietor of Walgren Soils Testing, a home-based business providing laboratory testing of aggregates, soils and rocks to local engineering companies in the Southern Interior and MoT.

"Believe me, it took a lot of work transforming my basement in to a geotechnical lab. Due to the limited space, most of the equipment has been placed on wheels so I can move it around. The business has had a successful year and I hope it keeps on going.

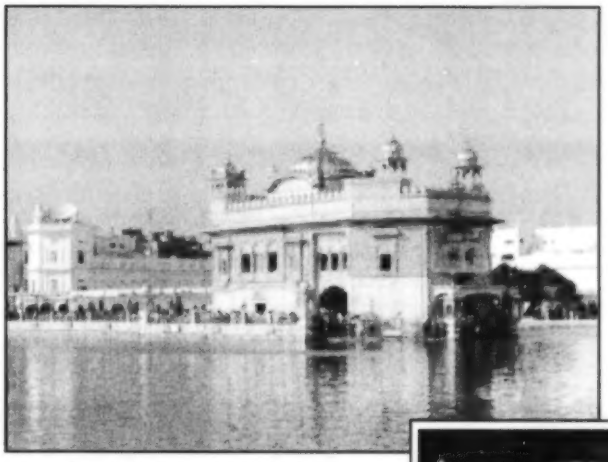
Bruce Walgren

"Of course, no business can be successful on its own without the help and encouragement of a lot of friends. A few of them I would like to thank are Mike Walsh, P. Eng., Ian Pilkington, P. Eng. and Armando Porco, A.Sc.T. (retired), for helping me receive my certification as an Applied Science Technician. Wayne Miller, P. Geo., of Sitkum Consulting Ltd. in Nelson helped me start out and he keeps me on the right track.

"If you are ever in the area and want to come on up to see the lab or just call to say hi, go ahead and make my day! Check out my website at walgrensoilstesting.ca and learn about me and my company."

Editor's note: If you hear from any of our old workmates and friends that have left us through reorganization or retirement, please share their adventures and successes in future issues of the Road Runner.

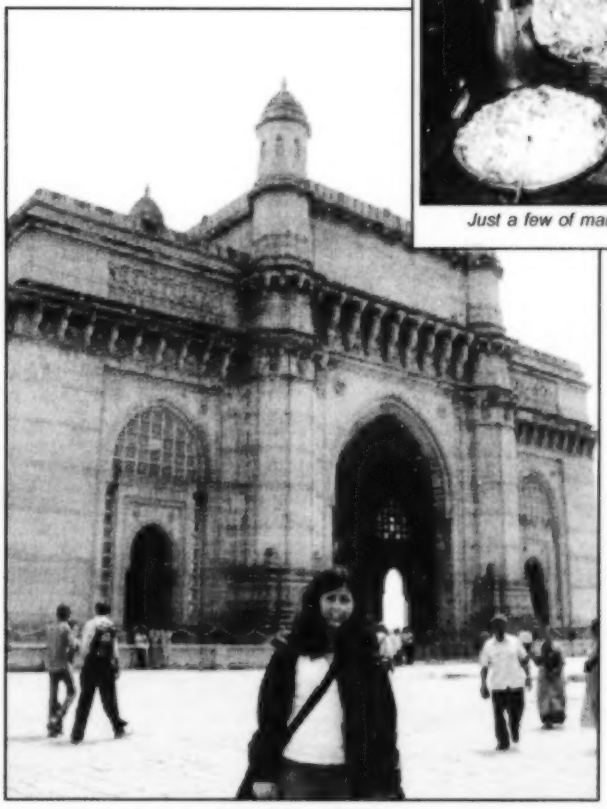
Veena Sundher's travelogue of India



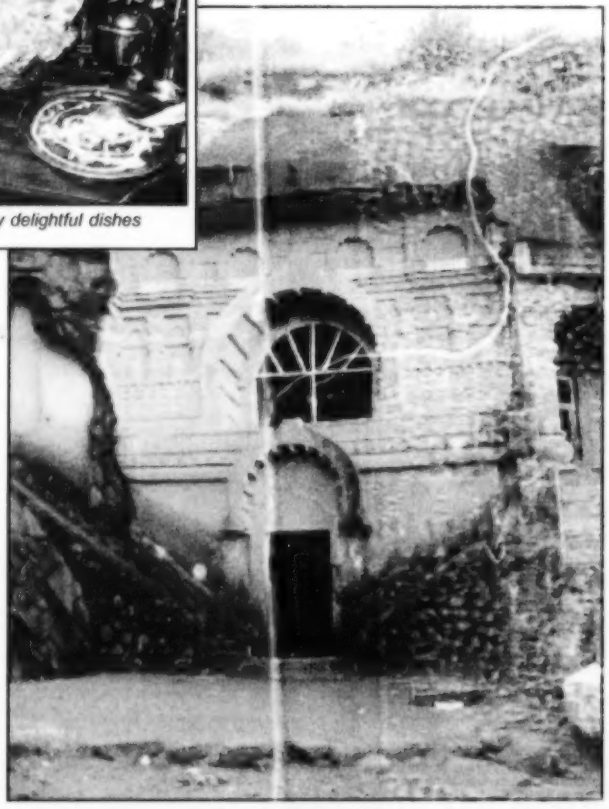
The Golden Temple at Amritsar

A quiet village road in India

Just a few of many delightful dishes



The Gateway of India



The Pandavleni Caves

Renewal team rejuvenated and ready for their mission

By Susan Ingram, Manager, Ministry Renewal

Ministry renewal delegates and team members from across the province gathered in Kelowna on November 3 and 4 for the third annual Fall Renewal Meeting. This year's meeting was a bit different than past ones: Instead of working on an annual action plan, we focused more on educating ourselves and each other.

Assistant Deputy Minister Frank Blasetti opened the meeting with a greeting from the executive, and we received a warm welcome to the Okanagan-Shuswap district from District Manager Grant Lachmuth.

Hugh Culver, president of Marathon Communications Inc. led the group through several presentations about leadership, managing change and providing quality service. He helped inspire us and show us we have the power to make choices that really can make a difference.

In keeping with our meeting location in Kelowna, we were fortunate to watch a historical film about the building of the original Okanagan Lake Bridge, which led perfectly into a PowerPoint presentation by Grant Lachmuth about the new bridge that is being planned.

Leadership was again the theme as Day Two started. Former regional director Jon Buckle was invited to speak to the group, and he gave a great speech that zeroed in on our People Plan vision statement: "We are a well-recognized and well-equipped team with excellent leadership throughout our organization."

Next, we all divided into a series of "Courtyard Cafés," with groups of people at different tables. Each table had its own "café" theme, so there was a Frontline Café, an Administrative Café and a Technical Café, as well as a Management Café, a Director Café and an Executive Café. Each "café" was served by a waiter or waitress (many thanks to Dave Byng, Cindi Trowbridge, Shanna Mason, Norm Parkes, Don Ramsay and Norm Parkes for taking on those roles).

The idea was to discuss what leadership looks like at the different levels in our ministry, or in our case, at the different "cafés." These discussions also gave people a chance to express their appreciation for the leadership already taking place at these levels.

It was a very full two days in Kelowna, with other agenda topics exploring corporate mentorship, skills inventory system, ministry recruitment, life-long learning, employee satisfaction surveys, employee recognition and personal wellness.

Graeme Cross and Ian Pilkington joined the meeting to discuss the engineer-in-training and management development programs. Finally, renewal delegates were encouraged to find ways of applying the principles of renewal back at their offices, to help the spirit of renewal take hold as part of the culture of our ministry.

Overall, it was an excellent two-day meeting with enthusiastic participation from all attendees, and you can look forward to an update from your representative.